

REVIEW

DEPLOYMENT

PHASE DOWN

PHASE I - SCOPE HEAVEN

25X1 PHASE II - ☐ A-12'S TO PALMDALE
ASSET DISTRIBUTION
(SYSTEMS-SUPPORT EQUIP)

25X1 PHASE III - TURN-OVER REFUELING BASES

PHASE IV - ☐ WRAP-UP

ACTIONS TO BE TAKEN

SCOPE COTTON
BRIEFING
6-3-68

NRO review(s) completed.

27 SEP 67

25X1 EXCOM EXTENDED DEPLOYMENT
FOR 90 DAYS. ☐ TO REMAIN
OPEN TO 30 JUN 68. CONFIRMED BY
SCOPE COTTON DECISION NO. 17-
25 OCT 67

29 DEC 67

OXCARTR DEPLOYMENT EXTENDED
TO 15 APR 68. ACFT TO BE ON
STANDBY STATUS AT KADENA AFTER
15 MAR 68. SCOPE COTTON DECISION
NO. 19- 15 JAN 68

MAR 68

OSA INSTRUCTED BY NRO TO LEAVE
OXCARTR IN PLACE AT KADENA FOR
MINIMUM OF 30 DAYS AFTER SR-71

SCOPE COTTON

REVIEW

NOV 66

ADVANCED RECON ACFT STUDY G.D.
5 ALTERNATE PLANS FOR
CONSIDERATION BY PRESIDENT

28 DEC 66

DECISION BY PRESIDENT. PHASE-OUT
OXCARTR BY 31 DEC 67

22 MAY 67

3 ACFT DEPLOYED KADENA. PRESIDENT
ORDERED "BLACK SHIELD" ACFT
WERE TO REDEPLOY NOV 67

*BEST COPY
Available*

6/17/98

SCOPE COTTON

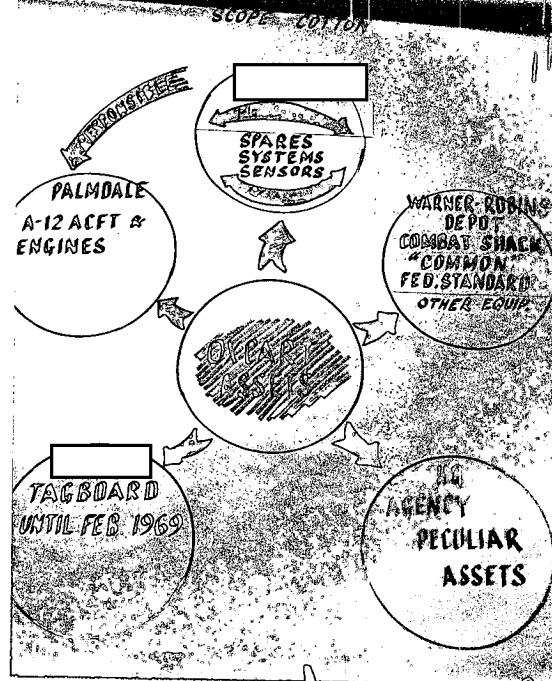
KADENA REDEPLOYMENT LOGISTICS

A-12
KADENA

REMOVE SYSTEMS/SENSORS
MINIMUM FINAL POST/PRE FLIGHT

STORAGE

RESPONSIBLE



25X1

25X1

SCOPE COTTON

ENGINES - YJ/YJ1

TOTAL 51 ENGINES

9 TO YF-12

* 10 SERVICEABLE INSTALLED
50:00 OR MORE REMAINING TO GO

* 10 SERVICEABLE REPARABLE SPARES

22 RESIDUAL STORAGE

SCOPE COTTON DECISION NO. 3

SCOPE COTTON

OXCART PECULIAR ASSETS

CAMERAS

PROGRAMMED 1 JAN 67 - 30 JUN 67

5 TYPE I
2 TYPE II OR IV

PROGRAMMED 1 JUL 67 - 31 DEC 67

3 TYPE I
2 TYPE II OR IV

* NOTE 2 TYPE II STORED 19 SEP 67

A-12 DEPLOYMENT
KADENA ~~BLACK SHIELD~~ [REDACTED]

3 A-12 ACFT

180,000 LBS MSN ESSENTIAL CARGO

KADENA FACILITY HAD BEEN
PREVIOUSLY PREPARED FOR
OXCART OCCUPANCY.

SCOPE COTTON

PHASE I [REDACTED] REDEPLOY

SR-71 SUPPORT NEEDS IN PLACE

OXC "PECULIAR" RESOURCES
ENROUTE HOME FOR STORAGE

COMPLETION OF TURN-OVER,
KADENA FACILITIES

OXC PERSONNEL ENROUTE
HOME. SMALL TEMPORARY
CADRE REMAINS (FOR CLEAN-UP
AND SUPPORT CROSS-OVER)

SCOPE COTTON

A-12
~~STORAGE SCHEDULE~~

ACFT. NO.	DATE TO PALMDALE
122	16 SEP 67
134	4 OCT 67
128	28 MAY 68
124 (TRNR)	29 MAY 68
130	4 JUN 68
132	4 JUN 68
121	EST. WK OF 10 JUN 68
* 127	
* 129	
* 131	

* DEPLOYED KADENA

SCOPE COTTON

PHASE II [REDACTED] PHASE-DOWN

* INFLUENCING FACTORS

SCOPE COTTON DECISION #20
[REDACTED] FUTURE

* PLANNING CONSIDERATIONS
RESOURCES

AIRCRAFT (MISSION & SUPPORT)

SYSTEMS & SENSORS

GROUND SUPPORT EQUIP/AGE

SPARES/HARDWARE

PERSONNEL

CONTRACTOR

STAFF & MILITARY

FACILITIES

SCOPE COTTON
CAMERAS
90 DAY STORAGE KIT
3 TYPE I
2 TYPE IV
ASSOCIATED SPARES/SUPPORT EQUIP

RESIDUAL STORAGE
4 TYPE I
2 TYPE II
1 TYPE IV

SCOPE COTTON
OXCART PECULIAR ASSETS
SENSORS & TEST EQUIPMENT

25X1

SCOPE COTTON
TURN-OVER REFUELING BASES
EIELSON [REDACTED]
* TERMINATE COMMO LINK 1 JUL 68
EQUIP INV TO DETERMINE DISPOSITION
AGENCY ASSETS TO HQ
AF ASSETS TO LOCAL BASE
USAF DETAILEES TO PARENT SERVICE
2 EIELSON [REDACTED]
[REDACTED]
QP VEHICLE TO AGENCY
AF ASSETS TO HOST BASE
USAF DETAILEES (3) TO PARENT SERVICE
[REDACTED]
DEACTIVATED AFROR TURN-OVER FUEL

SCOPE COTTON
* PHASE IV [REDACTED] WRAP-UP
ORDERLY PHASE-OUT OF
CONTRACTOR PERSONNEL AS
JOBS ARE COMPLETED
"BLUE SUIT" SUPPORT ACFT MAINT
CREWS DISBANDED AFTER ACFT
DEPART
SUPPLY WILL MAINTAIN A
CADRE TO COMPLETE CRATING
AND TRANSFER OF EQUIPMENT
TO THE AGENCY, AF AND OTHER
HRO PROGRAMS

25X1

SCOPE TUTION

ACTIONS TO BE TAKEN

ASSEMBLE 90 DAY STORAGE KITS

DETERMINE DISPOSITION RESIDUAL
ASSETS

REVIEW ASSETS FOR COMBAT SHACK
APPLICATION

JOINT DETERMINATION W/AFRDR-
TRANSFER OF REFUELING BASES
TO SAC (MEETING- 4/5 JUNE)

ILLEGIB

SCOPE COTTON

AIRLIFT

25X1

6 C-141 ACFT - KADENA [REDACTED]

25X1

[REDACTED] PERSONNEL
90,000 LBS. CARGO

25X1

MAC CHANNEL AIRLIFT

25X1

AFTER ARRIVAL CONUS, MATERIEL
TO BE COMBINED WITH [REDACTED]
ASSETS FOR:

STORAGE IN 90 DAY KAF
REDISTRIBUTION AS [REDACTED]

25 MAY 68

SCOPE COTTON DECISION NO. 20.
RETURN OXCART FROM KADENA
AND STORE ACFT, SYSTEMS AND
SUPPORT EQUIP AS SOON AS
"FEASIBLE"

~~TOP SECRET~~

WORKING PAPER

SCOPE COTTON QUESTION #3023

#3023:

Compare the relative merits of [] Palmdale and Davis-Monthan AFB with respect to storage of the A-12's taking into account security, costs, and the possibility of the A-12's returning to service, etc., and recommend the location where the A-12's should be stored.

ASSUMPTIONS:

That minimum caretaker status will be provided []

FINDINGS:

1. Space - Storage space is available at all locations, outside at Davis-Monthan and hangar at Palmdale []
2. Security - Security is provided at all locations. The outside area at Davis-Monthan is fenced and patrolled on a 24-hour basis. Storage at Palmdale and [] is in locked hangars under constant surveillance.
3. Maintenance and Inspection - Maintenance and inspection for the aircraft above normal exterior inspection at Davis-Monthan and [] would have to be provided by personnel from Lockheed transported to the location. These services at Palmdale would be provided by personnel assigned to the SR-71 IRAN facility so long as it is active.
4. Costs - A. FY 68 direct storage costs are as follows:

RECOMMENDATION:

Approved For Release 2005/05/16 : CIA-RDP71B00399R000600180001-4

That A-12 aircraft should be stored []

~~TOP SECRET~~

TOP SECRETDISCUSSION:Space

Space is available at all three locations to store the A-12 fleet. At Davis-Monthan AFB, no inside storage is available, all aircraft are stored in an outside fenced area.

The storage at Palmdale would be in hangars; i.e., in a separate side of the building from the SR-71 IRAN line (the southwest bay) behind curtains plus plywood partitions with locked doors which would provide for strict control.

25X1

[] has alert hangars available that can be readily prepared for aircraft storage. These hangars can be sealed and the aircraft are in a secure storage facility.

Security

Open storage use at Davis-Monthan presents a definite security problem in that the aircraft can be seen by anyone passing the location. It is our opinion that the U.S. Government cannot afford the criticism and adverse publicity that would be associated with this type of storage.

At Palmdale, although the storage of the aircraft would be made secure, the arrival of ten additional aircraft would again pose a security problem and could also be quite embarrassing to the U.S. Government.

25X1

[] is the most secure location for aircraft storage. The base itself is secure. The location on the base is apart from other facilities and can be made secure without any great effort. It is definitely compartmented in that two aircraft would be stored in each alert hangar and sealed. Remaining hangars and other facilities would be available for other use.

Equipment could also be stored and readily available. A covert capability would still exist.

TOP SECRET

25X

TOP SECRETCosts

25X1 Maintenance and Inspection - Maintenance and inspection are recurring
25X1 annual costs that are at best a forecast. At Davis-Monthan only an exterior
inspection of the aircraft is accomplished by AFLC personnel. To provide
adequate inspection, it is estimated that the operating cost per year for
an LAC inspection team would be [] including travel expenses, plus a
contingency of [] for engineering and shop support to cover any special
problems arising from storage. Total contractor support at Davis-Monthan would
25X1 therefore be approximately [] per year.

25X1 At Palmdale, recurring inspection costs are estimated to be []
25X1 annually plus a contingency of [] for engineering and shop support to
cover any special problems arising from storage.

25X1 At [] costs for LAC inspection team would again be [] including
25X1 travel, plus a contingency of [] for engineering and shop support to
cover special problems.

25X1 Additional security costs at Palmdale would be [] per year and at
25X1 [] per year. Security costs at Davis-Monthan would be borne
by AFLC.

In each of these locations it was assumed that the host facility would
provide for normal base operating costs.

CONCLUSIONS:

1. Davis-Monthan AFB does not provide adequate security for storage of the Oxcart aircraft.
2. A security problem would exist if the Oxcart aircraft were relocated at Palmdale for storage.
3. The security of the Oxcart program would be retained if the []

TOP SECRET

~~TOP SECRET~~

25X1

stored at

4. Initial direct storage costs are cheapest at

25X

5. The larger recurring costs at are compensated for by the maximum security attained.

25X

25X

~~TOP SECRET~~

